

REMARKS/ARGUMENT

The original claims have been replaced with claims in better form for U.S. practice. The original claims have not been narrowed by this Amendment, but rather have been restated in U.S. form.

The replacement claims eliminate multiple dependent claims for reducing the official filing fee.

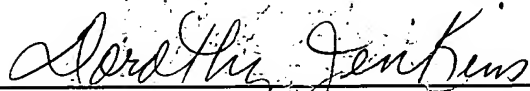
Minor specification amendments are made.

EXPRESS MAIL CERTIFICATE

I hereby certify that this correspondence is being deposited with the United States Postal Service as Express Mail to Addressee (mail label # EL924372540US) in an envelope addressed to: U.S. Patent and Trademark Office, P.O. Box 2327, Arlington, VA 22202, on March 29, 2002

Dorothy Jenkins

Name of Person Mailing Correspondence



Signature

March 29, 2002

Date of Signature

Respectfully submitted,



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APPENDIX A
"CLEAN" VERSION OF EACH PARAGRAPH/SECTION/CLAIM
37 C.F.R. § 1.121(b)(ii) AND (c)(i)

SPECIFICATION:

Paragraph at page 1, line 5 to page 1, line 6:

A/ The present invention relates to a rear axle arrangement for a heavy vehicle and particularly to a frame of the arrangement and its connection to the vehicle chassis.

CLAIMS (with indication of amended or new):

New 17. A rear axle arrangement for a heavy vehicle, wherein the vehicle includes an elongated chassis element which extends in a longitudinal direction of the vehicle from front to rear;

the rear axle arrangement includes at least one separate rear axle unit, the rear axle unit including a load bearing frame and two wheels respectively at lateral sides of the rear axle arrangement;

the frame having a forward end region and a rearward end region in the longitudinal direction of the vehicle, the forward end region of the frame being adapted to connect to the chassis element; and

the two wheels of the rear axle unit are suspended on the frame.

A/ New 18. The rear axle arrangement of claim 17, wherein the frame is shaped to define a space which extends through the frame structure in the longitudinal direction of the vehicle.

New 19. The rear axle arrangement of claim 18, wherein to define the space, the frame includes first and second lateral side portions which are spaced apart from each other, are upstanding and extend in the longitudinal direction of the chassis element; an upper portion connecting the side portions; and a lower portion below the upper portion and also connecting the side portions wherein the side portions, upper portion and lower portion together surround and define the space.

New 20. The rear axle arrangement of claim 19, wherein the portions of the frame are so shaped and oriented so as to form a substantially quadrilateral frame around the space.

New 21. The rear axle arrangement of claim 19, wherein each side portion has a lower section and an upper section, each lower section of the side portion is of greater extent in the longitudinal direction than the respective upper section thereof.

New 22. The rear axle arrangement of claim 19, wherein there are two of the lower portions connecting the side portions, with a first one of the lower portions adjacent to the front end region of the frame structure and the second lower portion adjacent to the rear end region of the frame.

New 23. The rear axle arrangement of claim 17, further comprising an individual suspension in the frame for each of the two wheels.

New 24. The rear axle arrangement of claim 23, wherein the respective individual suspension for each of the two wheels comprises a lower link arm and an upper link arm which is above the lower link arm and connected to the wheel, and the lower and upper link arms both being pivotally connected to the frame.

New 25. The rear axle arrangement of claim 24, wherein the upper and lower link arms are pivotally connected to the respective side portion of the frame at the same lateral side of the frame as the respective wheel.

New 26. The rear axle arrangement of claim 24, wherein the rear axle unit further comprises a respective spring for each of the wheels, and the spring is connected between the upper portion of the frame and the respective lower link arm for the wheel.

New 27. The rear axle arrangement of claim 17, wherein the rear axle unit is a substantially

sub-supporting axle module such that selectively one or a plurality of the rear axle units may be connected to each other by the respective frames thereof being connected to each other.

New 28. The rear axle arrangement of claim 17, wherein the wheels of the rear axle unit are powered wheels; a differential gear connected with the powered wheels and arranged in the frame.

New 29. The rear axle arrangement of claim 19, wherein the wheels of the rear axle unit are powered wheels; a differential gear connected with the powered wheels and arranged in the space of the frame.

New 30. The rear axle arrangement of claim 29, further comprising an aperture through each of the side portions of the frame; a respective drive shaft extending between the differential gear and the respective wheel and extending through the aperture in the respective side portion.

New 31. The rear axle arrangement of claim 17, further comprising a towbar connected to the frame, the towbar being attachable to a trailing vehicle.

New 32. The rear axle arrangement of claim 17, further comprising a coupling device located at the rear axle unit for attaching a trailing vehicle.

New 33. The rear axle arrangement of claim 19, further comprising a coupling device located at the rear axle unit for attaching a trailing vehicle; the coupling device being defined by the upper portion of the frame.

ABSTRACT:

A3 The invention relates to a rear axle arrangement for a heavy vehicle, e.g. a freight vehicle. The vehicle incorporates a number of wheels which bear the vehicle and an elongate chassis element which extends in the longitudinal direction of the vehicle. The rear axle arrangement incorporates at least one separate rear axle unit which includes a loadbearing frame structure and two of said wheels. The frame structure extends between a first end region and a second end region in the longitudinal direction of the vehicle and the first end region of the frame structure is designed to be connected to the elongate chassis element. In addition, the two wheels are suspended on the frame structure.

APPENDIX B
VERSION WITH MARKINGS TO SHOW CHANGES MADE
37 C.F.R. § 1.121(b)(iii) AND (c)(ii)

SPECIFICATION:

Paragraph at page 1, line 5 to page 1, line 6:

The present invention relates to a rear axle arrangement for a heavy vehicle and particularly to a frame of the arrangement and its connection to the vehicle chassis [according to the preamble to patent claim 1].

ABSTRACT:

The invention relates to a rear axle arrangement [(12)] for a heavy vehicle, e.g. a freight vehicle. The vehicle incorporates a number of wheels which bear the vehicle and an elongate chassis element which extends in the longitudinal direction of the vehicle. The rear axle arrangement [(12)] incorporates at least one separate rear axle unit [(13)] which includes a loadbearing frame structure [(14)] and two of said wheels. The frame structure [(14)] extends between a first end region and a second end region in the longitudinal direction of the vehicle and the first end region of the frame structure [(14)] is designed to be connected to the elongate chassis element. In addition, the two wheels are suspended on the frame structure [(14)].